Notice.

Copies of "Notes on Applied Sanitation in Japan," by Lt.-Colonel J. Smyth, M.D., I.M.S., are available for sale at the Government Press, Bangalore. Price two rupees each.

C. H. YATES,
Superintendent.

UNIQUE OPPORTUNITY

OF

Investment in Gilt-edged Securities Guaranteed 4% interest with prospects of earning

HIGHER DIVIDENDS.

INTEREST TO ACCRUE DURING THE PERIOD OF CONSTRUCTION.

THE BANGALORE-CHIKBALLAPUR LIGHT RAILWAY COMPANY, LIMITED.

Registered under the Provisions of the Mysore Companies Regulation, No. III of 1895.

Four per cent interest guaranteed by the Mysore Government.

Capital Rs. 12,00,000.

Divided into 48,000 shares of Rs. 25 each.

Out of which about 33,000 shares have already been taken up and the remaining 15,000 shares are offered to the public for subscription.

The shares will be payable as follows:—

Re. 1 per share on application.
Rs. 4 per share on allotment.

The balance of Rs. 20 in four equal instalments of Rs. 5 each on calls made at an interval of not less than two months between each call.

Board of Directors.

Rajamantrapravina C. Srinivasa Iyengar, Esq., Retired State Councillor, *Chairman.*
Rai Bahadur A. Maigondadeva Mudaliar, Esq.
Hajee Ismail Sait, Esq.
B. Nagappa, Esq., Bar.-at-Law.
A. Subba Rao, Esq.
Sowcar Harianna, Esq.
V. H. Karve, Esq., Superintending Engineer (Retired).
V. Masilamani Chettiar, Esq.
The Hon'ble Sir Vitaldas Damodher Thackersey
Chunilal D. Saraya, Esq.
Lalubhai Samaldas, Esq.
B. Venkatapathiengar, Esq.
S. Varadaraja Iyengar, Esq.
Sowcar Gubbi Thotadappa, Esq.
M. Ramachendra Rao Sindhia, Esq.

Offices:

Registered Office—Bangalore (Mundy Buildings, Chamarajpet).
Bombay Office—12, Hummum Street, Fort.

The applications for shares should be made to the Directors at either of the Offices or to the Company's Bankers.

PROSPECTUS.

1. The principal object, among others with which this Company has been formed, is to construct, equip and work a line of Light Railway on 2′—6″ gauge between Bangalore and Chikballapur (a rising town of great importance), a distance of 38 miles to begin with and eventually to extend the line towards Madanapalli *via* Sidlaghatta and Chintamani on one side and towards Hosur *via* Anekal on the other.

2. The country through which the line is proposed to be taken is noted for agricultural and industrial activity; the road traffic both of passengers and goods is very heavy, while as to construction of the line, the country offers no engineering difficulties; there are no rivers to cross; and ballast and stone, lime and concrete required for construction are procurable at several places by the side of the line itself.

3. The most important feature of this Company, which ought to attract every capitalist, is the offer by the Government of Mysore of a guarantee of four per cent interest on the Capital expenditure of the Company. The construction of the line has been sanctioned by the Government of India. The no less valuable concessions, namely, the free grant of Government lands and the permission to utilize the existing Government roads, wherever the gradients admit of such roads being used for the Railway, very considerably help to keep down the cost of construction. Further, the Government have authorised the giving of interest on capital during construction charging the same to Capital Account as is usually done.

4. The revised estimates carefully prepared by the Company's Engineer and accepted by Government, work out to Rs. 13,73,278 for the construction and equipment of the line of 38 miles from Bangalore to Chikballapur.

Estimated Revenue.

5. [Extract from letter of K. P. Puttanna Chetty, Esq., Second Councillor to the Government of His Highness the Maharaja of Mysore, dated 5th May 1903.]

"The estimate of traffic" [made by Mr. K. R. Srinivasa Iyengar, M.A., Assistant Commissioner, especially deputed for the purpose] "is a cautious one, and may be accepted as representing the minimum traffic which will be carried by the new Railway. If allowance is made for the normal development which may be expected to take place in view of the facilities which will be afforded by the Railway, this estimate is susceptible of an increase of 10 per cent for prospective traffic."

The estimate referred to above is as follows:—

		Per annum.
		Rs.
Passengers—7,000 miles a day, which even at the 3rd class rate of 3 pies per passenger mile ...	say	... 40,000
Goods—About 600,000 ton miles at 15 pies ...	say	... 47,000
Mails, parcels, etc.		... 5,000
	Total	... 92,000

According to a more recent Traffic Survey made by one of the officers of the Madras and Southern Mahratta Railway Company, the estimated revenue under the above heads (*viz.*, Passengers Rs. 43,344, Goods Rs. 65,738, and Mails Rs. 5,000) amounts to Rs. 1,14,082. The increase is in itself a sufficient indication of the rate of progress in the future development of the country served by the proposed line.

From this gross revenue of Rs. 1,14,082 if deduction be made for working expenses, the net profit works out to Rs. 56,000 per annum, which is equivalent to over 4 per cent on the estimated expenditure.

6. Special stress must be laid on the fact that, while the above estimates of cost of construction are based on *maximum* calculations, the estimates of anticipated revenue represent the *minimum*. To Mr. K. Puttanna Chetty's remarks on this point, which are quoted above, may be added the following

EXTRACT FROM AN OFFICIAL REPORT.

submitted by Mr. K. R. Srinivasa Iyengar, M.A., Assistant Commissioner, who was deputed to help Mr. Puttanna Chetty in the investigation of the traffic statistics of the proposed line, and whose report is described by that gentleman as clear and exhaustive :—

> "I have taken every care to see that the estimate does not err on the side of excess, and I therefore venture to believe that it may be taken to represent the minimum quantity that may be carried by the Railway."

These figures and reports speak for themselves. It is an established fact that by the opening up of Railway communications the traffic is greatly developed, resulting in the increase of revenue and larger profits. Such are the prospects of earning higher dividends by the shareholders, whose return is guaranteed to be at least 4 per cent by the Government.

7. In consideration of the services rendered, the Honourable Mr. Vithaldas Damodher Thackersey is appointed *Ex-officio* Managing Director of the Company, on a remuneration mentioned in the Articles of Association which is open for inspection at the Company's Offices.

8. Copies of Prospectus and forms of application can be obtained, and the Memorandum and Articles of Association may be had, on payment of two annas per copy, at the Registered Office in Bangalore, or at the Company's Office in 12 Hummum Street, Fort, Bombay; and application for shares accompanied by the deposit money may be sent to the Secretary to the Board at Bangalore, or to the Managing Director in Bombay, or to the Company's Bankers.

(Sd.) C. SRINIVASA IYENGAR,
Chairman.

BANGALORE,
8th October 1909.

APPLICATION FOR SHARES.

To

The Directors of the Bangalore-Chikballapur Light Railway Company, Limited,
Mundy Buildings, Chamarajpet,
Bangalore.

GENTLEMEN,

I beg to send herewith the sum of Rs. being a deposit of Re. 1 per share on shares in the abovenamed Railway, and I request you to allot me that number of shares upon the terms of the Railway's Prospectus, and I hereby agree to accept the same and after allotment to pay the balance as provided in the said Prospectus, and I authorize you to register me as the holder of the said shares and I agree to hold the said shares subject to the Memorandum and Articles of Association of the said Railway.

Yours faithfully,

Name in full_____

Address_____

Occupation or profession_____

Date_____